



ICSCC MEMO #4

APRIL 2022

*The Official Publication of the
International Conference of Sports Car Clubs*

IN THIS ISSUE:

Messages from the President, Licence Director, Steward,
Enduro Corner, Announcements & Schedule



FROM THE PRESIDENT

Hello all!

In the course of regular Conference business I was trading emails with Bryce Scott @ Northwest Motorsports last week and he made a comment along the lines of “I'm getting excited, it's beginning to feel almost like a regular racing season again!” I realized that he was right and I was starting to feel the same way.

What most of our drivers probably don't think about is the list of both positives and challenges that statement brings. IRDC and CSCC are planning to continue their commitment and SCCBC, NWMS, and TC are all on the schedule to hold ICSCC Championship Race events this year after being absent for multiple seasons. This is great for all of these clubs and I look forward to attending but the challenge is always the serious speculation of expenditure of club finances and volunteer effort without knowing whether the events will be supported properly with driver entries. I think most of our drivers would be shocked if they knew the actual daily cost of renting a track, arranging for tow vehicles, ambulances, providing timing and radio equipment, volunteer lunches, insurance, supporting race day volunteer expenses, and consumables like supplies, power, and gasoline. The cost of these events are paid for by race entries and years of collected membership fees by the hosting club so each time they schedule a race they are literally betting their continued existence on its success. To top it all off, these events are all arranged by a small but dedicated group of volunteers who have zero profit motive so we are wholly dependent on the limited supply of people clearly motivated solely by their love of the sport.

Even though there have been some real challenges to amateur roadracing over the last decade (even if you don't consider the controversial virus that shall not be named) it has truly been a time of plenty for people who wish to participate in the sport. One of the reasons that entries level have dropped for all of the traditional sanctioning bodies in the region is there are so many more choices serving specific demographic slices of the racing

community. There is substantially more competition for entries than there used to be. More supply means the demand is spread out over more choices so every event has a tendency to have lower entries even though the cost of events is steadily rising. This must, by the unyielding force of free market economics, lead to the discontinuation of undersubscribed events. Think hard about which events you want to see vanish forever and choose accordingly!

We have increased numbers of pro racing organizations rediscovering the Northwest as an under-served quarter of the country that has a significant population. The positive is that having pro events in the region has a tendency to raise awareness of the sport and inspire some spectators to seek opportunities to race themselves which can lead to full drivers schools and increased novice licensing. The downside is that these pro events usually depend on our highly experienced volunteer cadre to work their races. This creates competition for our race day volunteers who want to have an opportunity to show their experience and talents at the pro level in a way that is just the same as a driver might want to. It is important to remember that any one of our races has the potential to be cancelled after everyone has arrived and is ready to race if we are even one worker short of the minimum required to safely hold an event. Think of that next time you see someone holding a flag or a firebottle, checking your gear, running timing equipment or a radio, or even writing you a ticket after you passed under yellow.

To sum up my blathering –both drivers and volunteers are at events for the exact same reason. They are trying to master their chosen craft in a sport that they are passionate about. The one thing they can do that makes it better for everyone is to enter and attend as many events in all the places you can. Let's make this Conference's greatest season in recent memory. Look forward to seeing you all!





FROM THE LICENSE DIRECTOR

Welcome to 2022 from the ICSCC License Registrar!

Just wanted to write a quick note thanking everyone for their patience and participation with the new online MotorSportReg.com Competition License Application. We had about 70 two year licenses carry over from last year and so far over 100 applications have come in through MSR so it looks like we are on our way to having a good number of racers who are eager to race this year! I am very happy to be seeing a flood of Canadian drivers who seem excited to visit American tracks again and we have missed you a lot! Novice license applications seem to be coming in at a good pace and I am hearing from some clubs that there are good levels of entries for drivers schools so hopefully we can do some rebuilding of our driver base this year.

Remember that when applying for a license all of your “years” must match. If you want to apply for a two year license you must have a Cub Membership that is good for the same two year duration and if you want a gold International Road Racing (IRR) license you must have a doctor's physical examination that is good for at least the two years matching. Physical Examination form is not required for the silver Area Road Racing (ARR) license but the Medical Self Report must always be filled out regardless of license.

If you have not yet applied for your Comp License online, please remember that when going through the Medical Self Report section that you need to answer “yes” or “no” for each question. I think there must be something about the way the application is written that makes people think that any time they don't answer “yes” that it is understood as a “no”. Legally, we have to consider a missing answer as a “didn't answer” and it will delay the processing of your license until we can get a definite “yes” or “no” for every question. I have been sending out an email to everyone this applies to with a Medical Self Report to complete so I can go in and fill out your form and return it to me since once it is submitted you

cannot change it yourself. My husband and I will review the form for next year and make sure all of the problems that pop up will be corrected. If you have any particular things that you like or don't like about the system please let us know.

One cool thing is that if you look in your account at MotorSportReg.com you can tell what stage your license application is at. If it says “On Hold” it means it is awaiting processing. If it says “Confirmed” with a green circle it means it is being processed and will stay in that stage until all information required is complete and all requirements met. When it says “Checked In” with a green dot and checkmark it means it is through processing and has been mailed to you. If it stays on “Confirmed” for a long time it means we are waiting for something from you. If it says “Checked In” for a long time without you receiving a license in the mail check with me to see if it might have gotten lost in transit!

My husband tells me that the Enduro Only license will be available online soon for those who might be waiting for that, and he apologizes for the delay.

Looking forward to continuing to connect faces to names this year – I enjoy meeting you all!

Linda



photos by Doug Berger



STEWARD'S CORNER

Hello to everyone, this is Brad Greco and I will be serving as your Race Steward for the 2022 race season. A little about me for those who don't know – I have been involved in motorsports since I was a kid, spending weekends at autocrosses and road racing with my dad in Anchorage Alaska. I started autocrossing my streetcar 1999 and then moved onto road racing with Conference in 2006 and have yet to stop! I am very excited to see everyone, friends, competitors and especially our friends from Canada who will be able to join us once again for ICSCC Conference racing! It has been a long winter and many folks have been busy behind the scenes making sure racing in 2022 will be successful. I know many are hard at work putting the final touches on your cars in preparation for the upcoming season. Please be sure to check all your safety gear and make sure it is up to date and in good condition for the upcoming year. Check your belts, suit, gloves, shoes, balaclava, nomex socks for abnormal wear or holes. Most safety gear seems to be available if needed, but plan ahead and order your gear early as some manufacturers are having material and supply chain issues. There have been several rule changes that happened over the winter that will come into effect, and I would like for everyone to read over the updated rules which can be found at ICSCC.com under the “reference” tab. I have attached a few of the most notable rules here in the memo for all to see. Please be sure to make note all cars with a minimum weight are now REQUIRED to have minimum weight stickers on each side of the car. Please be sure to have this affixed to your car prior to the first race of the year.

Please reach out if you have any questions and I look forward to seeing everyone at Portland in a few weeks!

1105.D Helmets (2010 Helmets will be legal until 12/31/22)

Conforming helmets are generally accepted to be legal for use in competition until the Snell certification year (example “Snell SA2010”) is approximately ten years old but the ICSCC Executive Board shall review helmet expiry at the Spring Meeting each year to verify availability of helmets and monitor changing standards.

1105.B.4 – Safety Belts

Expiry. Systems meeting SFI specifications typically have a label affixed to the left shoulder belt, left lap belt, and left sub strap. SFI labels are transitioning from tags bearing a manufacture date to tags showing an expiry date, both will continue to be in found in use until the manufacture date tags are exhausted. If a manufacture date is presented the belts shall expire on December 31 of the fifth year after the date of manufacture. If the tags show an expiry date the

belts shall expire on December 31 of the third year after the date of expiry. Systems meeting FIA specifications must have all belts labeled with their date of expiration and can be used until December 31 of the expiration year shown on each belt. The Steward may require any SFI or FIA belt to be retired from use if judged excessively worn or damaged.

304.G Novice Driver Work Requirements:

1. Each Novice driver is to work one day of senior qualifying sessions AND races at corner worker stations, including attending the turn worker morning meeting the same day, OR work one day on pregrid for qualifying and racing sessions. 2. Each Novice driver will work at least one Tech inspection, i.e. Friday night, Saturday morning or afternoon, or Sunday morning.

613.A Must hold a valid equivalent competition license issued by CACC, SCCA, NASA SOVREN or FIA/ASN. Licenses of other sanctioning bodies may be honoured at the discretion of the License Director.

703.D All Conference Championship points events will be scheduled with the race groups in a repeating pattern: 1, 2, 3, 4, 5, 6; then 2, 3, 4, 5, 6, 1; etc. Beginning with the first race weekend of 1990, Race Group 1 will race first. In the second race weekend, Race Group 2 will race first, etc. The race rotation order will advance once per race weekend regardless of how many events take place in one weekend This cycle will carry over from season to season. The rotation will continue from the previous season.

1106.L For each competition class requiring a minimum race weight, those cars are required to display ICSCC Minimum Race Weight Sticker in the upper and rearward most corners of both front fenders (for sedans) or along both sides nearest the cockpit opening for formula cars. The car number, class and corresponding minimum weight must be displayed on both sides of the car when going through scales following a qualifying session or race. It is the responsibility of each competitor for the accuracy of his/her minimum race weight(s). If the weight is incorrectly displayed and/or noted in the car's log book, the competitor may be disqualified by the Race Steward.





ENDURO CORNER

The 2022 ICSCC Endurance racing season is set with six Northwest Mini Enduro Championship Series (NWMECS) races that are one hour in length and one that is 2 hours in length. The 2 hour NWMECS finale counts as two single races so there are eight points races for the series championship. The season gets started on April 30th at Portland Int'l Raceway. From there the series shifts north to Pacific Raceways on May 14th, then east to Spokane County Raceway on May 28th. Three weeks later the series is back in Portland on June 18th and then in Portland again August 14th. The August 14th race will be a Sunday morning race. Trying something different and with the summer heat a morning race should be more appealing. The one hour races wrap up August 27th at The Ridge. The NWMECS season concludes nearly two months later on October 15th in Portland for the lone 2 hour race on the schedule. So, to recap that is a total of seven weekends at four different race tracks!

The series rules remain unchanged from 2021. With the 2 hour counting as two single races there is in essence eight championship races. For the Championship, your best five races count and one

needs to enter four races in order to qualify for the Championship. The series rules and schedule are posted in this issue of the Memo and online.

Additionally, on October 15th Cascade will hold its annual Enduro which again will include a 4 hour race and an 8 hour race to go along with the 2 hour NWMECS finale. Last year's event had a nice turnout and with a few more entries would have paid out prize money for the 8 hour race. The goal for 2022 is to get enough entries to be able to pay out prize money! No significant changes to the rules are planned. The race is now in its 47th year and is a fall favorite of many northwest racers. The event bookends the ICSCC racing season so plan to make the long off season a little shorter this year by attending the race.

Entering an enduro is a great way to maximize track time during a race weekend. An enduro is also a great opportunity for someone else to drive your car to help dial it in. We hope the veterans will continue to enjoy the camaraderie running an enduro brings. And if you've never done one before, we hope you'll give it a try. We'll see you at the track!



photos by Doug Berger

2022 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

		<u>DATE</u>	<u>TRACK</u>
What is it: Seven race series:	Round 1	4/30/22	Portland Int'l Raceway
	Round 2	5/14/22	Pacific Raceways
	Round 3	5/28/22	Spokane Raceway
	Round 4	6/18/22	Portland Int'l Raceway
	Round 5	8/14/22	Portland Int'l Raceway
	Round 6	8/27/22	The Ridge
	Round 7	10/15/22	Portland Int'l Raceway (2 Hour)

Races are one hour or two hours in length. Two hour races count as two races (single points times 2). Note: Time does not stop for black flags or red flags

Top 5 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 8 races.

Each one hour entry shall consist of one or two drivers. Each two hour entry may have no more than four drivers. Drivers may drive in up to two cars per race.

Each one hour race will require a mandatory 60 second pit stop. Each two hour race will require a mandatory two minute pit stop.

Entry fee, qualifying procedure, etc. will be determined by sponsoring club and may be different between events.

Classes: **ME0** – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0
ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3
MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

Production classes (P0 – P3) – Open modifications as allowed per ICSCC Competition Regulations. Cars are classed by horsepower (HP) and weight to horsepower (WT:HP). If horsepower and WT:HP are in different classes, the Race Steward shall determine class. P0- 225 to 275HP, 10.0-12.0 WT:HP; **P1-** 180 to 225HP, 12.0-15.5 WT:HP; **P2-** 135 to 180HP, 15.5-19.0 WT:HP; **P3-** below 135HP, above 19.0 WT:HP. HP is determined using a Dynojet dynamometer 248/224/424 utilizing standard practices and procedures as described in the ST rules and as outlined in Section 1324.H of the ICSCC Competition Regs. A dyno form is not required. WT is minimum race weight with driver. Cars in Production classes (P0-P3) using tires with a treadwear rating of 180 or higher may move down one class. **All other classes listed follow ICSCC rules.**

Points: 1st – 12, 2nd – 10, 3rd – 9, 4th – 8, 5th – 7, 6th – 6, 7th – 5, 8th – 4, 9th – 3, 10th & lower – 2, Pole – 1 (where applicable / No pole points for 2 hour races). All positions are scored except as noted: DNF/DNS score a maximum of 6th place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Championship trophies will be awarded to class champions in classes that average 0.75 entries.
Championship trophies will be awarded to the top 3 in classes that average 5 entries.

Eligibility: Licenses – ICSCC IRR/ ARR/ ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

FULL SET OF RULES:

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted, the 2022 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P0-P3) which is not an ICSCC class. Production cars should resemble factory production cars and shall follow guidelines outlined on page 1.

Maximum number of drivers per race: 1 Hour Races – two. 2 Hour Races – four. Teams may petition the Race Steward to have additional drivers. Drivers on teams that use more than the maximum number of drivers will receive full points if the driver has driven a minimum of fifteen minutes. In all other cases a driver must drive in the race to score points unless the car DNF's. Drivers may drive in up to two cars per race. Where a driver is found racing without registering, the team will at a minimum be disqualified.

Car numbers will be assigned on a first come, first served basis.

Points: See above (page 1) for point structure. Each driver will receive the same points whether an entry is one or multiple drivers. Example: If a one driver entry wins – 12 points are awarded. If a two driver entry wins – 12 points are awarded to each driver. Pole points will be awarded to both drivers. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. The Series Championship (each class) will be determined by adding a drivers five highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

****Championship points standings available on www.icsc.com ****

Mandatory Pit Stop: Each one hour race will have a mandatory 60 second pit stop to be made between the 20 minute mark and the 40 minute mark of the race for both one driver and two driver entries. Each two hour race will have a mandatory two minute pit stop to be made between the 30 minute mark and the 90 minute mark of the race for both one driver and multiple driver entries. Pit stops may be made before or after the mandatory pit window but will not count towards the mandatory pit stop. The car's ignition must be turned off while refueling as well as when a driver change is taking place. All crew members who have the potential to come into direct contact with gasoline or gasoline vapors during pit stops are required to wear the following safety gear: A fire suit, fire resistant gloves, head sock, and helmet. A fire bottle designee is also required in case of a fire; however, they are not required to wear the same safety gear. No contact with the car is allowed while refueling except for a driver change. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of refueling if necessary. Pit crew attire: Arms, legs, and feet shall be fully covered.

The Pit lane speed limit and zones shall be determined by the sponsoring club. One crew member is allowed over the wall to signal the car into their pit space. During a Full Course Yellow (FCY), pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. If a FCY or Black/Red flag extends past the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

Minimum Penalties: Pit lane speed violation, fuel spillage over 1 liter – Stop & Go. Improper attire on crew members over the wall, no fire bottle designee – Penalty Box: 30 seconds. Working on car during re-fueling – Penalty Box: 1 minute. Mandatory pit stop window violation: 2 lap penalty (1 hour races), 3 lap penalty (2 hour races). All others – Warning

Trophies: One or two in class – 1st only; three to five in class – 1st & 2nd; six or more – 1st, 2nd, 3rd

MANDATORY DRIVERS MEETING – See schedule. Failure to attend may result in starting at the rear of the field.

Each sponsoring club is responsible for setting the qualifying procedure. Qualifying sessions may vary from what is listed below. Check event schedule for the most up to date information.

QUALIFYING PROCEDURES

ROUND 1 – APRIL 30, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – MAY 14, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – MAY 28, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JUNE 18, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – AUGUST 14, 2022: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 27, 2022: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – OCTOBER 15, 2022: *Lemans start – No qualifying, no pole points

* = No Pole Points (2 hour races)



photos by Doug Berger



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXX
April 30th and May 1st, 2022

This is a Double Race - Non-Chicane event

Entry to PIR - No early entry on Friday until after 1:00pm unless signed up for Friday's Test and Tune or HPDE

The Bridge is open from Saturday 7am – 7pm & Sunday 7am – end of day

This race is sanctioned by ICSCC, under the 2022 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360-518-3986 until 9 p.m. or by email at mikes@patriotfire.com

Online Registration will be available at

<http://cascade.motorsportreg.com>

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **April 27th, 2022**

ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday)	\$375
	<u>Cascade Members</u> – (Saturday and Sunday)	\$355
	Nostalgic Series (Cascade Members - \$375)	\$395
	Saturday Only or Sunday Only	\$250
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$475* 3-1 combo
	Additional Race Entry (Saturday, Sunday, or BOTH!)	\$165
	Mini Enduro (1 Hour) Only	\$190
	HPDE	\$150**
	Time Trials	\$180**
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
	* = GREAT VALUE	
	** = Includes \$25 early entry discount if entered by April 1st	

Registrar Contact: Jamie Anderson Email: registrar@cascadesportscarclub.org

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your completed and signed “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech” if you present your current Gear Tech Sticker.

Class Rotation: Group 3

Grp #1 - A-B-C Prod, SPO-M-U, PRO3	Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp #2 - D-E-F-G Prod, SM, CSM, CR, PRO7, HT, ITX, PRO44	*** Grp #7 - Novice Closed Wheel
Grp #3 - CF, FF, FA, FM, FC	Grp #8 - Mini Enduro (1 Hour)
Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46	Grp #9 - Nostalgic Series
Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod	Grp #10 – HPDE/Time Trials
	*** Novice C/W – See class box on schedule



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXX

April 30th and May 1st, 2022

Non-Chicane Race runs from the ProPits

FRIDAY

5:00pm - 7:00pm Registration – 2nd Floor of the Tower
5:00pm - 8:00pm Tech

SATURDAY

7:30am - 1:30pm Registration
7:30am - 2:30pm Tech Inspection
7:30am - Novice Track Tour @ Base of Tower
8:00am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR
*9:00am - 9:15am Qualifying Group 8
9:17am - 9:32am Practice Group 7 * = NO TRACK CROSSING AFTER SESSION
*9:40am - 9:55am Qualifying Group 9
9:57am - 10:12am Qualifying Group 4
*10:20am - 10:35am Qualifying Group 5
10:37am - 10:52am Qualifying Group 6/3
*11:00am - 11:15am Qualifying Group 1
11:17am - 11:32am Qualifying Group 2
11:35am - 12:25pm LUNCH !!!

11:40am

MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:00pm

MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

12:25pm - 12:45pm

Race Group 9

12:50pm - 1:15pm

Race Group 4

1:25pm - 1:50pm

Race Group 5

1:55pm - 2:20pm

Race Group 6/3

2:30pm - 2:55pm

Race Group 1

3:00pm - 3:25pm

Race Group 2

3:35pm - 3:55pm

Race Group 9

4:00pm - 5:00pm

Race Group 8

4:00pm

Novice Debrief w/License Director

5:00pm

BBQ DINNER!!!

SUNDAY

7:30am - 10:30am

Registration

7:30am - 11:00am

Tech Inspection

8:00am

MANDATORY GROUP 10 MEETING

8:00am

MANDATORY NOVICE MEETING

9:00am - 9:20am

Race Group 9

9:25am - 9:40am

Group 10 – HPDE/Time Trials

*9:50am - 10:05am

Qualifying Group 4

10:07am - 10:22am

Qualifying Group 5

*10:30am - 10:45am

Qualifying Group 6/3

10:47am - 11:02am

Qualifying Group 1

11:10am - 11:25am

Qualifying Group 2

11:30am - 11:50am

Group 10 – HPDE/Time Trials

12:00pm - 12:20pm

Race Group 9

12:20pm - 1:15pm

LUNCH !!!

12:30pm

MANDATORY Novice Meeting with License Director

1:15pm - 1:35pm

Group 10 – HPDE/Time Trials

1:40pm - 2:10pm

Race Group 4

2:20pm - 2:50pm

Race Group 5

3:00pm - 3:30pm

Race Group 6/3

3:40pm - 4:10pm

Race Group 1

4:20pm - 4:50pm

Race Group 2

Grp 1 A-B-C Prod, SPO-M-U, PRO3
Grp 2 D-E-F-G Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, ST, SST, SE46
Grp 5 ITA-B-C-S, GTL, CT4, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 Nostalgic Series
Grp 10 HPDE/Time Trials

* **Novices in Group 7 have a Saturday NCW only AM practice. In with Groups 1-6 for all other sessions. Groups will be assigned by the License Director.**

Note - Start times are the times cars are released from grid, end times are checkered flag times



The **INTERNATIONAL RACE DRIVERS CLUB**
2022 Tribute to the Volunteers

**A Double Race Weekend Plus, Round 2 of the
Northwest Mini Enduro Championship Series
Pacific Raceways, May 14th & 15th 2022**

These events are hosted by the International Race Drivers Club at Pacific Raceways under sanction of the International Conference of Sports Car Clubs, governed by 2022 ICSCC Competition Regulations.

ENTRIES OPEN: Upon receipt of this announcement
ENTRY FORMS: www.icsc.com
ONLINE REGISTRATION: motorsportreg.com

ENTRY FEES:

IRDC members (Single Day , Saturday or Sunday)	\$240
Non-IRDC members (Single Day , Saturday or Sunday)	\$265
IRDC members (Both Days)	\$390
Non-IRDC members (Both Days)	\$440
Additional Race Groups	\$140
Round 2 NWMECS, a special race event one-hour Mini-Enduro	\$220
Friday Test & Tune	\$225
Spectators and Crew members	FREE + Our Thanks!

Motorsportsreg will charge your credit card Monday.

IRDC REGISTRAR: Linda Blackburn tel 360-513-9769 registrar@irdc-racing.com

RACE ELIGIBILITY:

All drivers 18 years old and over with a valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA. Other licenses may be approved by the ICSCC License Director.

The Race Chairman Karl Seeger can be reached at 206-999-1320 or IRDCracechair@outlook.com

FRIDAY TEST AND TUNE:

Race car test and tune event, rotating groups. Novice license holders authorized by the ICSCC License Director are welcome. Paddock entry restricted to participants, officials, and volunteers until 4pm.

TECHNICAL INSPECTION:

Entries with a 2022 Annual Tech sticker on your logbook can complete your race tech form at registration and receive your weekend tech sticker then and there and be good to go. Drivers without 2022 Annuals must have your car and apparel inspected by an authorized tech official. Tech officials will be roaming Friday evening or bring your car and gear to the scale station area for inspection.



Saturday – May 14th, 2022 – Rotation 4

7:30am	6:00pm	10.5 hrs.	Registration open
7:30am	12:30pm	5 hrs.	Technical Inspection – Location at Scales
8:00am	8:30am	30 mins.	Volunteers meeting – BBQ area by playground
7:45am	8:15am	30 mins.	Novice Track Tour/Orientation
8:25am	9:15am	50 mins.	Mandatory Novice Meeting
Novice Drivers will be assigned in the appropriate Championship Group Per License Director!			
9:15am	9:30am	15 mins.	Group 4 Qualifying
9:38am	9:53am	15 mins.	Group 5 Qualifying
10:01am	10:16am	15 mins.	Group 3/6 Qualifying
10:24am	10:39am	15 mins.	Group 1 Qualifying
10:47am	11:02am	15 mins.	Group 2 Qualifying
11:10am	11:25am	15 mins.	Group 8 NWMECS Round #2 Qualifying
11:25am	12:25pm	45 mins.	Lunch
11:40am	12:00pm	20 mins.	Mandatory Drivers Meeting – Grandstands
12:30pm	12:55pm	21 mins.	Group 4 Championship Race
1:03pm	1:28pm	21 mins.	Group 5 Championship Race
1:36pm	2:01pm	21 mins.	Group 3/6 Championship Race
2:09pm	2:34pm	21 mins.	Group 1 Championship Race
2:42pm	3:07pm	21 mins.	Group 2 Championship Race
3:15pm	4:15pm	1 hr.	Group 8 NWMECS Round #2 Race
4:30pm			Novice Post-Race Meeting

- Group 1 = A-B-C Prod, SPO-M-U, PRO-3
- Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX
- Group 3 = CF, FF, FA, FM, FC
- Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST
- Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4
- Group 6 = FV, FL, B-C-D-E-F SR & Novice Open Wheel
- Group 7 = Novice Closed Wheel – **See License Director**
- Group 8 = Northwest Mini Enduro Championship Series – NWMECS





Sunday – May 15th, 2024 – Rotation 4

7:30am	12:00pm	4.5 hrs.	Registration open	
7:30am	10:00am	2.5 hrs.	Technical Inspection, Location by Scales	
8:00am	8:30am	30 mins.	Volunteers meeting – BBQ area by playground	
9:15am	9:32am	17 mins.	Group 4	Qualifying
9:42am	9:59am	17 mins.	Group 5	Qualifying
10:09am	10:26am	17 mins.	Group 3/6	Qualifying
10:36am	10:53am	17 mins.	Group 1	Qualifying
11:03am	11:20am	17 mins.	Group 2	Qualifying
11:20am	12:20pm	1 hr.	Lunch	
12:25pm	12:59pm	30 mins.	Group 4	Championship Race
1:09pm	1:43pm	30 mins.	Group 5	Championship Race
1:53pm	2:27pm	30 mins.	Group 3/6	Championship Race
2:37pm	3:11pm	30 mins.	Group 1	Championship Race
3:21pm	3:55pm	30 mins.	Group 2	Championship Race

Group 1 = A-B-C Prod, SPO-M-U, PRO-3

Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX

Group 3 = CF, FF, FA, FM, FC

Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST

Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4

Group 6 = CC4, FV, FL, B-C-D-E-F SR & Novice Open Wheel



TRACK FORMERLY KNOWN AS THE
SPOKANE COUNTY RACEWAY

THE SPOKANE RACE IS BACK FOR 2022

**3 Days of Championship Racing
on the Long Course**

**This is a conference race only. This
will not be a joint race with Sovren.**

**MAY 27, 28, & 29
THURSDAY TEST AND TUNE
SATURDAY NIGHT PIZZA PARTY**

Please note: This Friday, Saturday, and Sunday fall on Memorial weekend. West side Racers will have Monday as a Travel Day to get home. Registration opens soon with more details to come. Any questions can be answered by calling Bryce Scott at
(509) 928 -8989



SPOKANE RACING 2022

May 27 - 29

Qlispé Raceway Park

Formerly known as Spokane
County Raceway

Check out this link:

<https://qrpracing.com/>

Any questions can be answered by
emailing NWMSSpokane@gmail.com



Northwest Motorsport
registration will be
open soon at
MotorSportReg.com.

All registration and
payment will be completed
at MotorSportReg.com.

The logo for Qlispé Raceway Park is circular with a red border. The word 'Qlispé' is written in a large, stylized, red font with a white outline and a shadow effect. Below it, the words 'RACEWAY PARK' are written in a smaller, yellow, sans-serif font with a black outline.

NOSTALGIC SERIES

TOURNAMENT AND CHAMPIONSHIP

EVERYONE'S VIEW OF NOSTALGIC IS A LITTLE DIFFERENT SO EXPECT A WIDE ARRAY OF CARS !!

A 3 WEEKEND, 12 RACE SERIES
FEATURING NOSTALGIC RACE
CARS THAT ARE AT LEAST 20
YEARS OLD

APRIL 30 / MAY 1

JUNE 18 / 19

AUGUST 13 / 14

ALL RACES ARE HELD AT
PORTLAND INT'L RACEWAY



ICSCC
SCCA
SOVREN
LICENSES
ACCEPTED



THE CLASSES: FOUR PRODUCTION CAR CLASSES, A FORMULA CAR CLASS, AND A SPORTS RACER CLASS ALL COMBINED INTO A SPECIAL "NOSTALGIC" GROUP WHERE CONTACT IS STRICTLY FORBIDDEN AND THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. EACH WEEKEND WILL HAVE A TOURNAMENT STYLE COMPETITION WHERE THE FOCUS IS ON COMPLETING LAPS AND FINISHING RACES. THE DRIVERS WHO DO THAT THE BEST WILL BE REWARDED WITH FUTURE NOSTALGIC ITEMS aka TROPHIES AND CHECKERED FLAGS!

FOR COMPLETE INFO, VISIT THE "RACING TAB" AT: www.cascadesportscarclub.org

2022 ICSCC EVENT SCHEDULE

Championship Race Events

Date	Track	Rotation	Club
April 30, race 1	Portland International Raceway	3	CSCC
May 1, race 2	Portland International Raceway	4	CSCC
May 14, race 3	Pacific Raceways	5	IRDC
May 15, race 4	Pacific Raceways	6	IRDC
May 27 race 5	Spokane County Raceway	1	NWMS
May 28, race 6	Spokane County Raceway	2	NWMS
MAY 29, race 7	Spokane County Raceway	3	NWMS
June 18, race 8	Portland International Raceway	4	CSCC
June 19, race 9	Portland International Raceway	5	CSCC
July 16, race 10	Pacific Raceways	6	IRDC
July 17, race 11	Pacific Raceways	1	IRDC
August 13, race 12	Portland International Raceway	2	CSCC
August 14 race 13	Portland International Raceway	3	CSCC
August 27, race 14	The Ridge	4	IRDC
August 28, race 15	The Ridge	5	IRDC
Set 17, race 16	Mission Raceway Park	6	SCCBC
Sept 18, race 17	Mission Raceway Park	1	SCCBC
Sept 24, race 18	Oregon Raceway Park	2	TC

Endurance Events

Oct 15	Portland International Raceway	CSCC
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Driving Schools / Test & Tune

April 2	Oregon Raceway Park	TC
April 29	Portland International Raceway	CSCC
May 13	Pacific Raceways	IRDC
June 3	Spokane County Raceway	NWMS
June 18	Portland International Raceway	CSCC
July 16	Pacific Raceways	IRDC
August 13	Portland International Raceway	CSCC
August 27	The Ridge	IRDC
Sept 3	Mission Raceway Park	SCCBC
Sept 25	Oregon Raceway Park	TC

ICSCC Awards Banquet, R.A.T's, Spring & Fall Meeting

March 19	RATS Virtual @ 9:00 AM	ICSCC
Nov. TBA	ICSCC Awards Banquet	ICSCC



Central Racing Association



Please go to icscc.com/forms/17_race_entry.pdf or [Race Entry Forms & Licence Applications](#)

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photos by Doug Berger

Please respect our volunteers - no calls or faxes after 9pm

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To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



**Gerry Frechette
has photos of your car
See them on the internet**

Tour our website and you can see all the photos from an event in one place, pick the ones you like, and order them online.

To see your photos:

Go to www.gerryfrechette.zenfolio.com and pick a photo album to view. No user name or password needed. From there, follow directions for ordering online or contact Gerry or Sue for further info at 604-734-4721 or gerryf@telus.net.

For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.

Racing photography by Doug Berger



Photographic prints, digital copies, t-shirts, mugs, phone/tablet covers, water bottles, mouse pads, yadda yadda, yabba dabba do.

We offer the largest selection of photos from ICSC events, visit us online at:



E-Mail: doug@dbpics.com



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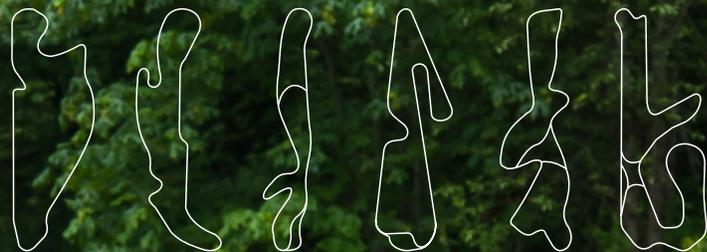
2022 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
		<i>memo publication date the first day each month</i>
Memo #2	Feb 1	race schedule race officials & Officer Reports CACC Race 1 & 2 - Apr 30/May
Memo # 3	Feb 25	Officer Reports CACC Race 1 & 2 - Apr 30/May 1 IRDC Race 3 & 4 - May 14/15
Memo # 4	Mar 25	Officer Reports IRDC Race 3 & 4 - May 14/15 NWMS Race #5, 6 & 7 - May 27/29 CSCC Race 8 & 9 - June 18/19
Memo # 5	April 25	Officer Reports NWMS Race # 5,6 & 7 - May 27/29 CSCC Race 8 & 9 - June 18/19 IRDC Race 10 & 11 - July 16/17
Memo # 6	May 25	Officer Reports IRDC Race 10 & 11 - July 16/17 CSCC Race #12 & 13 - August 13/14
Memo # 7	June 25	Officer Reports CSCC Race #12 & 13 - August 13/14 IRDC Race #14 & 15 - August 27/28 SCCBC Race # 16 & 17 - Sept 17/18 TC Race # 18 - Sept 24 rule changes banquet & hotel info
Memo # 8	July 25	Officer Reports SCCBC Race # 16 & 17 - Sept 17/18 TC Race # 18 - Sept 24 CSCC Portland Enduro - Oct 15 awards banquet & hotel info TBA7 Request bid for memo editor/officers
Memo # 9	August 25	Officer Reports CSCC Portland Enduro - Oct 15
Memo # 10	Sept 25	Officer Reports Request bid for memo editor/officers

Please allow one week for memo submissions



Memo #4
April 2022



photos by Doug Berger

Largest selection of in-stock safety equipment in the NW

“Warning: Your Snell SA2010 Helmet has Expired – Time to Gear up for the New Season”

Driver’s suit getting old, faded and looking a little worse for the wear (or worse...it doesn’t fit anymore)?



Gloves worn out & seams coming apart?



Driving shoes don’t give you the pedal feel you want?

Underwear, balaclava, and socks – We’ve got exactly what you need to outfit yourself for the 2022 season.

Roux

Roux offers features never before found in a helmet: Built in radio mic and speaker ear cups, Safety Helmet release system, installed cooling system, drink tube, HANS Anchors and more.



Bell

An American tradition, worn by the top professional drivers. Designed for whatever type of car you drive from sedans to formula cars. The 2020 Bell helmets are incredibly lightweight with options such as forced air, aerodynamics, or carbon fiber.



Arai

Arguably the safest helmet in the world. Only helmet to pass Snell certification the first time every time.



Don’t let supply chain and delivery delays ruin your season – Order today to ensure you have all your correct safety equipment for the 2022 season.

Safety Gear for your car too

– window nets, fire systems, electrical kill switches, and seat harness



Call now to receive your free personal safety equipment analysis and special report on **How to Buy Exceptional Safety Equipment to be Safe, Look Professional and be Comfortable when you go Racing** by owner/expert “Armadillo” Andy Collins



“I had to replace all my safety gear. Andy was so helpful, helping me, as a newbie, to make the right choices for me.” **Brad Shinn** – *AH Sprite* • “Armadillo Racing has been great support at the racetrack and very responsive every time I call or email”

Cary Richards – *Club Ford* • “We are so fortunate to have this business to support us. None better, totally committed to customers.” **John Rankin** - *Beach FSR*



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